

1977

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USS ENTERPRISE CVN 65  
Fleet Post Office  
San Francisco 96601



CVN65/32:bn  
5750  
Ser 32/C70  
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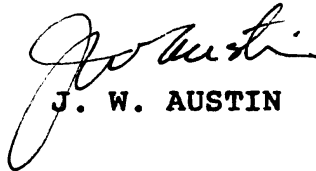
From: Commanding Officer, USS ENTERPRISE (CVN 65)  
To: Chief of Naval Operations (OP-05D2)

Subj: 1977 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) ENTERPRISE 1977 Command History

1. In accordance with reference (a), enclosure (1) is forwarded as USS ENTERPRISE's 1977 Command History.

  
J. W. AUSTIN

Copy to:  
Director of Naval History (OP-09B9)  
CINCPACFLT  
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COMMAND HISTORY - 1977

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1977 began with the ENTERPRISE in the midst of her eighth Western Pacific deployment. The first three months of the year found the ENTERPRISE taking part in the major SEVENTH Fleet exercises READEX and MERLION III prior to commencing an Indian Ocean excursion.

The Indian Ocean cruise took place in the final portion of the deployment, and was considered by many to be the most rewarding segment. The Indian Ocean excursion was highlighted by successful evasion efforts against a Soviet KYNDA class rocket cruiser, and contingency operations off East Africa in response to Ugandan threats on resident American citizens. Many lessons concerning logistic support capabilities were learned during the Indian Ocean deployment and the ship/air wing continued refinement of the CV concept.

Following the ship's return to CONUS in March, the most significant event was a highly successful ten-week Selected Restricted Availability (SRA) at Pier 3 South, NAS, Alameda. At the conclusion of the availability, ENTERPRISE began the workup cycle which would culminate, in April 1978, in the ninth WESTPAC deployment of the Navy's first nuclear powered aircraft carrier.

A busy year filled with deployment, advanced maintenance, and initial workups had prepared CVN65 well for this challenge.

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GENERAL DECLASSIFICATION  
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ENCLOSURE (1)

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CHRONOLOGY - 1977

29 DEC - 14 JAN	IN PORT SUBIC BAY, RP
15 JAN - 18 FEB	TRANSIT TO MOMBASA, KENYA READEX 1077 (16-21 JAN) PHILIPPINE SEA SOVIET BEAR SURVEILLANCE (19 JAN) PHILIPPINE SEA MERLION III (25 JAN) SOUTH CHINA SEA VERTICAL REPLENISHMENT OFF SINGAPORE (26 JAN) CHARGER LOG UNREP (JP5) SS AMERICAN TRADER (6 FEB) VERTICAL REPLENISHMENT OFF KARACHI, PAKISTAN (9 FEB) SOVIET IL-38 MAY SURVEILLANCE (14 FEB) ARABIAN SEA
19 - 22 FEB	AT ANCHOR, MOMBASA, KENYA
23 FEB - 12 MAR	TRANSIT TO SUBIC BAY, RP CHARGER LOG UNREP (JP5) USS ARABIAN SEA (23 FEB) UGANDA CONTINGENCY SUPPORT (25 FEB - 3 MAR) VERTICAL REPLENISHMENT OFF DIEGO GARCIA (6 MAR)
13 - 16 MAR	IN PORT SUBIC BAY, RP
17 - 27 MAR	TRANSIT TO CONUS
28 MAR	IN PORT ALAMEDA, CALIFORNIA
29 MAR - 26 APR	POST DEPLOYMENT STANDDOWN
27 APR - 10 MAY	CARRIER QUALS SOCIAL
11 MAY - 31 JUL	SRA ALAMEDA
1 - 5 AUG	ISE/SEA TRIALS
6 - 14 AUG	IN PORT ALAMEDA
15 - 19 AUG	ISE/REFTRA PREP
19 AUG	DEPENDENTS CRUISE

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20 - 28 AUG	IN PORT ALAMEDA
29 AUG - 20 SEP	SOCAL OPS (IRFT) CVW14 REFRESHER/CQ IN PORT SAN DIEGO (2-5 SEP) SOCAL OPS (IRFT) (6-20 SEP)
21 SEP - 2 OCT	IN PORT ALAMEDA
3 - 13 OCT	SOCAL AIROPS (FLEET CQ)
14 - 24 OCT	IN PORT ALAMEDA
25 OCT - 10 NOV	SOCAL OPS (AIR REFRESHER TRAINING)
11 NOV - 1 DEC	IN PORT ALAMEDA
2 - 15 DEC	SOCAL OPS (CVW14 REFRESHER)
16 - 31 DEC	IN PORT ALAMEDA

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1. (U) Command Organization

a. Commanding Officer

CAPT J. W. AUSTIN, U.S. Navy

b. Mission and Function of Command. The mission of ENTERPRISE, as delineated in NWIP 11-20, is "to support and operate aircraft, to engage in attacks on targets afloat and ashore which threaten our control of the sea, and to engage in sustained operations in support of other forces."

c. Composition of Command. On board manning levels at the year's end are shown below:

Officers

Ship's Company	167
CVW-14	292
CCG-1	17
Civilians	59

Enlisted

Ship's Company	2355
CVW-14	2110
CCG-1	30

d. Carrier Air Wing FOURTEEN was embarked at various times throughout 1977 and was composed of VF-1 "Wolfpack," VF-2 "Bounty Hunters," VA-97 "War Hawks," VA-27 "Royal Maces," VA-196 "Main Battery," VAW-113 "Black Eagles," VAQ-134 "Garuda," RVAH-1 "Tigers," HS-2 "Golden Falcons," VS-29 "Vikings," and VS-38 "Red Griffin." In addition, VQ-1 Detachment Charlie was embarked during the cruise.

e. Location of Homeport. Alameda Naval Air Station, California, remained ENTERPRISE's homeport throughout 1977.

2. (C) Summary of Operations (U)

a. (C) WESTPAC Deployment (1 January - 28 March). ENTERPRISE began the New Year and the final portion of her eighth western Pacific deployment in port Subic Bay, the Republic of the Philippines. Preparations were underway for READEX 1-77, MERLION III, and the forth-

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coming Indian Ocean deployment. The last major at-sea period of the deployment lasted 58 days and began with READEX 1-77. This was a major six-day U.S. SEVENTH Fleet training exercise, with emphasis on antisubmarine and anti-air warfare training. The purpose of the exercise was to strengthen the operational readiness of the twenty-two ships and two hundred aircraft involved. On 19 January READEX was briefly interrupted by a pair of Soviet TU-95 Bear D's which flew to the exercise area East of Luzon. The Soviet aircraft were intercepted by F4's from the USS MIDWAY. MERLION III was a one-day exercise conducted on 25 January in the vicinity of Singapore involving ships of the Singapore and U.S. Navies.

b. (C) Indian Ocean Excursion (28 January - 21 March). ENTERPRISE passed Singapore and entered the Indian Ocean via the Malacca Strait on 28 January in company with the USS LONG BEACH (CGN 9), and USS TRUXTON (CGN 35). The task group was joined there by the nuclear powered attack submarine USS TAUTOG (SSN 639). This Indian Ocean excursion marked the first time that an all-nuclear-powered task group (NPTG) had operated in that part of the world since 1964. Since the NPTG operated without a mobile logistic support force (MLSF) for the entire Indian Ocean excursion, CH-46's from HC-3, Detachment 112, from the USS KANSAS CITY (AOR 3) embarked to fulfill supply requirements. They were utilized for vertical replenishment (VERTREPS) from Singapore on 26 January, Karachi, Pakistan, on 9 February, Mombasa, Kenya, on 20 February, and Diego Garcia, on 6 March. Over 600 non-operational ready supply (NORS)/non-fully equipped (NFE) completions were made from material received through the C-141/CH-46 supply chain. Embarkation of CH-46's during out-of-area operations greatly expanded the ship's resupply capability. In addition, on two occasions it was necessary to take on JP5 in the Indian Ocean from Charger Log Military Sealift Command (MSC) tankers, AMERICAN TRADER and ARABIAN SEA. The first of these was conducted on 6 February with the SS AMERICAN TRADER. ENTERPRISE helos lifted a technical support team to the civilian tanker prior to going alongside. On 14 February the third Soviet airborne reconnaissance event of the cruise took place East of Socotra Island. The surveillance of the task group by two Somalia based Soviet IL-38 May ASW aircraft lasted four hours. The two Soviet aircraft made three separate passes against the ENTERPRISE. The IL-38's were intercepted by ENTERPRISE F-14's.

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(1) (C) On the evening of 16 February, CTF 77 commenced the successful "Operation Houdini," a plan designed to evade the close surveillance of Soviet KYNDA (CG 822), which had been trailing the task group since 8 February. The purpose of the operation was to effect an unobserved rendezvous with USS TAUTOG, to conduct a covert operation, prior to a port call in Mombasa, Kenya. Before the rendezvous could be conducted, the Soviets had to be separated from the operation. This was accomplished by maintaining sustained high speed, thus putting a heavy drain on the KYNDA's fuel supply. She was thus forced into a number of refuelings with her accompanying Boris Chilikin class AOR "KOLYECHITSKIY." During one of these refuelings on the evening of 16 February, ENTERPRISE, under the guise of conducting routine flight operations, opened beyond radar range, ceased all radio frequency transmissions, and commenced a high speed transit to evade. USS LONG BEACH remained in close surveillance of the KYNDA and reported the latter's futile attempts to relocate the carrier for the next three days. Key to the operation was the complete reliance of the task group on satellite communications for the entire Indian Ocean excursion. By eliminating HF transmissions and by maintaining a strict EMCON posture for task group emitters, the NPTG effectively denied locating data to the Soviets.

(2) (U) The ship then conducted a four-day visit to Mombasa, Kenya (19 - 22 February). After getting underway from the Mombasa anchorage, ENTERPRISE conducted the second Indian Ocean CHARGER LOG JP5 underway replenishment excursion on 23 February with the USNS ARABIAN SEA. As previously, a technical support team from ENTERPRISE was helo lifted to the ARABIAN SEA prior to going alongside. This event was to have been followed by a routine transit back to Subic; however, the decision to close the borders of Uganda to American citizens resulted in a change of schedule. The task group was ordered by JCS to return to a position 300 nautical miles east of Kenya. The situation was diplomatically resolved and ENTERPRISE resumed her return to Subic.

(3) (U) The return to Subic was relatively uneventful. There was a vertical replenishment conducted from Diego Garcia on 6 March. A brief

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surveillance of the task group was performed by KASHIN (DDG 143) ODARENMY while transiting in the vicinity of the Seychelle Islands on 4 March. The ship arrived in Subic on 11 March, for a brief stay prior to returning home. The transit back to Alameda in company with USS LONG BEACH and USS TRUXTON was routine, and no Soviet airborne reconnaissance was attempted. The return transit, which commenced on 17 March, took 11 days. A speed of 24 knots was maintained the entire distance. A total of 164 days was spent at sea while steaming more than 64,000 nautical miles in support of a wide range of SEVENTHFLT missions. As ENTERPRISE departed WESTPAC, the following messages were received.

(a) From CTF SEVEN SEVEN, 18 March 1977,  
"While heading eastward for a long awaited reunion with your families and a well deserved rest, please accept my thanks for having done a superlative job on your deployment to WESTPAC. You met every test with customary skill, and once again proved that an American naval presence in the far corners of the world can have a decisive effect upon diplomatic efforts. Have a safe trip home and a happy reunion. I look forward to working with you again."

RADM H. P. GLINDEMAN, JR., USN

(b) From COMSEVENTHFLT, 19 March 1977,  
"The ENTERPRISE/Air Wing FOURTEEN team has once again performed superbly through a particularly demanding SEVENTH Fleet deployment. You have my deepest respect and admiration. Have a pleasant voyage home, and y'all come back."

VADM ROBERT B. BALDWIN, USN

(c) From CO, NAS CUBI PT, RP, 21 March 1977,  
"As 'E' sails east for home we who remain behind here at CUBI would like to express our sincere thanks for the cooperation and support displayed by your ship/air wing team. It would be an impossible task to mention each and every contributor individually as so many did so much to solve the problems attendant to any deployment. Your attitude and demonstrated performance mark you as professionals of the highest rank. You can be assured that these impressions will linger on until your return. We bid you all a fond farewell, well done and keep up the good work."

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In response to these words of praise, ENTERPRISE responded on 22 March 1977 in a message to COMSEVENTHFLT:

"With ENTERPRISE, TRUXTON, and LONG BEACH here  
The SEVENTH Fleet had naught to fear,  
For to steam without fuel is a tactical tool  
That makes the Pacific a swimming pool.  
Now homeward bound from the Western sea,  
We have changed our fleet from seven to three,  
We'll be back in awhile, steaming in style,  
For nuclear power makes a league only a mile."

ENTERPRISE arrived home at Pier 3 South, NAS, Alameda, on 28 March, after a 240-day absence.

c. (U) INSURV and CQ Period (27 April - 11 May). Following a 30-day post deployment stand down period, ENTERPRISE was at sea again on 27 April for the Southern California OPAREA. On the 28th, Carrier Qualification Air Operations were conducted for VF-121 and VMFP-3. On the 29th of April, VS-91 aircraft trained on ENTERPRISE, followed the next day by VS-41 and VS-38, and on 2 May, by VF-124. In the next four days, the following squadrons carrier qualified on flight deck; VAQ-129, VAW-110, and various aircraft from CVW-11. During this at-sea period, ENTERPRISE conducted 1,359 arrested landings to make the new total of 174,092 carrier landings since commissioning. On 9 May, ENTERPRISE conducted a precision anchorage in Coronado Roads and then received inspectors from RADM J. D. BULKELEY's Inspection and Survey Board from Washington. After a thorough two-day inspection, the board stated that ENTERPRISE was undoubtedly the best carrier they had seen in recent years. On 11 May 1977 ENTERPRISE moored at Pier 3 South, NAS, Alameda, to commence a 10-week Selected Restricted Availability (SRA).

d. (U) SRA 77 (11 May - 31 July). The SRA was an extremely productive period for ENTERPRISE, involving three private contractors in addition to the ship's own work force. To facilitate the 8.5 million dollar repair and alteration package, a separate department, manned by 230 crewmen sent TEMADD from other departments, was established to plan, monitor, and coordinate all work during SRA 77. Some of the bigger projects for the contractors included overhauling one of the two waist catapult systems on the flight deck; resurfacing the flight deck, pressure testing steam pipes and other lines,

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installing a new sprinkler system around vital electronic spaces, and setting up an aircraft landing control radar (SPN-41) for Operations Department. In addition, the Long Beach Naval Shipyard installed two sliding padeyes for underway replenishment for Deck Department. For the ship's work force, SRA meant refurbishing heads, painting and retiling berthing spaces and work centers, as well as cleaning vents. Crewmembers from Ship's Force Overhaul Management System Department provided fire watch services for off ship welders. During the SRA period, in addition to the physical work, ENTERPRISE completed an extensive ship-wide Human Resources Survey with feedback debriefs provided to individual departments in November.

e. (U) ISE/Sea Trials (1-6 August). ENTERPRISE was back at sea in her natural environment on 1 August when the ship commenced a transit to the Southern California operating areas to test the ship, verify the quality of repair work, and ensure readiness for future training evolutions in the upcoming workup. Most of this at-sea period was spent on Flight Deck Certification and drilling the repair parties at General Quarters.

f. (U) ISE/REFTRA PREP (15-19 August). Following a brief in port period in Alameda, ENTERPRISE was underway enroute to Southern California on 15 August. The next day, CVW-14 refresher flight operations and a full Battle Problem were conducted with the crew at General Quarters. The refresher flight operations and the battle problems continued for the next several days as the ship/air wing team worked to bring new crewmembers "up to speed" with the tempo of an operating carrier. Basic skills were stressed during this period. On 19 August, ENTERPRISE moored at NAS, Alameda. Soon after the ship moored, it began receiving visitors for the very successful "Dependents Day Cruise." More than 4,000 dependents, friends, and other guests had thronged past the afterbrow and quarterdeck to join the crew for the day-long cruise in the Pacific Ocean. The highlight of the day for most guests was a flight operations demonstration by CVW-14. The ship moored at 1630 at Pier 3 South, NAS, Alameda, and disembarked its guests.

g. (U) SOCAL OPS/REFTRA (29 August - 20 September). The ship got underway on 29 August with selected groups from the air wing embarked. During this at-sea period, the air wing personnel were brought aboard in shifts to

receive damage control training. The primary purpose of this at-sea period was successful completion of refresher training. To do this required a maximum effort from the crew. On 30 August, Fleet Training Group Observers spent their first day aboard. They returned again on 31 August, 1 September, and 2 September, and thoroughly drilled all hands in setting the proper material conditions of readiness and in overall general damage control procedures. On 2 September the ship moored at NAS North Island and the crew commenced liberty in San Diego to celebrate Labor Day weekend. ENTERPRISE got underway again on 6 September, and continued to drill in preparation for the final Battle Problem of refresher training. On 15 September, 30 aircraft from CVW-14 flew aboard and commenced cyclic flight operations with the USS STANDLEY (CG 32) as plane guard. On 16 and 17 September, 5 cycles of cyclic air operations were again conducted. On the 17th, the air wing detachment conducted the fly off and returned to their home air stations. On the 18th, refresher air operations were again conducted. On 19 September, a 24-hour communications exercise was successfully accomplished, and refresher air operations were conducted with the USS SOUTHERLAND (DD 743) in plane guard. The big day was 20 September, when the final battle problem was administered. ENTERPRISE received a uniquely high passing grade for PACFLT CV's, and completed refresher training two days early. On 21 September, ENTERPRISE returned to homeport after a highly successful training period at sea.

h. (U) SOCAL AIROPS (3-13 October). ENTERPRISE got underway on 3 October enroute the Southern California operating areas to conduct fleet carrier qualifications. On 4 October, Automatic Carrier Landing System (ACLS) certification air operations were conducted to test the system's reliability. The certification continued until 10 October. The next day, Carrier Qualification Air Operations were conducted for VF-301 and VF-302. These squadrons continued to qualify on 5 October, and on 6 October, VA-303, VA-304, and VA-305 carrier qualified with ENTERPRISE. On 7 and 8 October, the ship carrier qualified VS-41. On 9 and 10 October, carrier qualification air operations were conducted for VF-121 and VFP-63. Also on 10 October, an UNREP of DFM fuel was conducted with the USS PAUL F. FOSTER (DD 964). On 11 and 12 October, VF-124, VAQ-129, and VS-37 joined for carrier qualification. On the 13th, VA-303, VA-304, and VA-305

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rejoined ENTERPRISE for further carrier qualifications. On Friday, 14 October, ENTERPRISE returned to Alameda for a brief in-port period.

i. (U) SOCAL OPS (Air Refresher Training) (25 October-10 November). On 25 October, ENTERPRISE was again underway for SOCAL, this time with part of its own air wing, CVW-14, aboard. Refresher air operations commenced on 26 October. Following a two-day break from flight operations refresher air operations resumed on 29 October, and continued intermittently until 7 November. During this period the ship was conducting extensive Damage Control Petty Officer (DCPO) training for its divisions. In addition, a successful MISSILEX (Basic Point Defense Missile System) was conducted on 31 October with the Pacific Missile Test Center. The Reactor Department was busily preparing for the Operational Reactor Safeguards Examination (ORSE), which was successfully completed between 8 November and 11 November. ENTERPRISE returned to Alameda on Friday, 11 November, following an 18-day at-sea period.

j. (U) Alameda In Port Period (11 November - 1 December). ENTERPRISE initiated an on board Leadership and Management Training (LMT) Workshop intended for all enlisted men E-4 and above, and officers in the grades of 01 through 03. Conducted in two, one-half day sessions, the target was set at complete coverage by the midpoint in the 1978 WESTPAC deployment. On 16 and 17 November, ENTERPRISE received an overall OUTSTANDING grade on the Command Inspection, which was conducted by Carrier Group SEVEN Staff with assistance from other commands.

k. (U) SOCAL OPS/CVW-14 Refresher (2-15 December). ENTERPRISE was underway again on 2 December for the first at-sea period of the workups that included the full air wing, and the embarked staff, Carrier Group ONE, commanded by RADM SPEER. Arriving in the SOCAL operating area on 3 December, CVW-14 Refresher Air Operations were immediately commenced. On Monday, 5 December, Cyclic Air Operations began. The same day, ASW flight operations were conducted with the USS BARB (SSN 596), and a WASEX was held with the USS HORNE (CG 30). On 6-8 December, ASW flight operations were conducted with USS BLUEBACK (SSN 581). On 7 December, ENTERPRISE conducted 10 hours of cyclic flight operations, and on the 8th of December repeated the performance with 12 hours of cyclic flight operations. This sustained tempo of flight operations continued until 11 December when a safety standdown was held and an UNREP conducted with the USNS TALUGA. On 12

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December, cyclic flight operations commenced, and ASW Combat Flight operations were held with the USS SCULPIN (SSN 590). Cyclic Operations continued until Wednesday, 14 December. On 15 December CVW-14 "fly off" was successfully completed and ENTERPRISE began her transit north. The ship moored at Pier 3 South at NAS, Alameda, on Friday, 16 December. This in port period closed out 1977 for ENTERPRISE, and included precious time with loved ones over the Christmas holidays for many crewmembers. The men knew that 1978 would be another demanding year for the nation's most famous aircraft carrier. Ahead lay more workups, culminating in the ORE, and a scheduled deployment to WESTPAC beginning in April 1978. As 1977 ended, all hands realized they would soon be in distant waters again, doing the job they do best.

3. (U) Statistics and Speciality Notes

a. Awards

National Defense Service Medal from 25 November 1961

Navy Expeditionary Medal (Cuba) for operations from 19-23 October 1962

Armed Forces Expeditionary Medal (Cuba) for operations from 24 October - December 1962

Atlantic Fleet Battle Efficiency "E" (first award) in 1963

CNO Majorie Sterrett Battleship Fund Award in 1963

Atlantic Fleet Battle Efficiency "E" (second award)- consecutive (Air, Weapons, Engineering, and Reactor received departmental awards) in 1964

Vietnam Service Medal 2 December 1965 - 14 January 1966

Vietnam Service Medal (first star) from 4-33 February 1966

Vietnam Service Medal (second star) from 16 March - 12 April 1966

Vietnam Service Medal (third star) from 22 April - 14 May 1966

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Vietnam Service Medal (fourth star) from 23 May - 6 June 1966

Pacific Fleet Battle Efficiency "E" (first award) in 1966 (Operations, Communications, Weapons, and Engineering received departmental awards)

Navy Unit Commendation from 18 December 1966 - 20 June 1967

Vietnam Service Medal (fifth star) from 17 December 1966 - 28 May 1967

Armed Forces Expeditionary Medal (first star) from 22 February 1968 - 26 June 1968

Armed Forces Expeditionary Medal (second star) from 20 April - 11 May 1969

Republic of Vietnam Armed Forces Meritorious Unit Citation from 2 December 1965 - 16 June 1969

Meritorious Unit Commendation from 2 July 1971 - 3 February 1972

Pacific Fleet Battle Efficiency "E" (second award) in 1972

Navy Unit Commendation (second star) from 3 October 1972 - 22 February 1973

Pacific Fleet Battle Efficiency "E" (third award) in 1974

Armed Forces Expeditionary Medal (third star) from 29 - 30 April 1975

Meritorious Unit Commendation for 22 - 30 April 1975

Pacific Fleet Battle Efficiency "E" (fourth award) in 1976

b. Distinguished Visitors

25 January 1977

Dr. Goh Keng Swee, Deputy Prime Minister and Minister of Defense, Republic of Singapore, Accompanied by U.S. Ambassador to Singapore John H. Holdridge

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19 February 1977      Honorable Anthony D. Marshall,  
U.S. Ambassador to Kenya

13 March 1977      Vice Admiral R. P. Coogan, USN,  
COMNAVAIRPAC

29 April 1977      Staff Officer from Naval Command  
College and 35 high ranking officers  
from free world navies

29-30 April 1977      Rear Admiral Arthur W. Price, USN  
(Retired)

29-30 April 1977      Mr. Roger Conlee, San Diego Chamber  
of Commerce

9 June 1977      Rear Admiral J. T. Coughlin, USN  
COMMSCPAC

13 June 1977      Vice Admiral Wagner, USCG, Comman-  
dant Twelfth U.S. Coast Guard  
District

8 July 1977      Vice Admiral J. D. Watkins, USN,  
Chief of Naval Personnel, and CAPT  
Brayton Harris, USN, CHNAVPERS PAO

24 August 1977      97 members of the Alameda Chamber  
of Commerce, hosted by CAPT R. R.  
Worchesek, CO NAS Alameda

29-30 September 1977      Admiral Hyman G. Rickover, USN,  
Director, Division of Naval Reactors,  
U.S. Energy Research and Develop-  
ment Administration and Deputy  
Commander for Nuclear Propulsion,  
Naval Sea Systems Command

4-6 October 1977      15 members of the Young Presidents  
Organization

11-12 October 1977      Mr. William D. Caddell, guest of  
COMNAVAIRPAC

24 October 1977      Mr. Jim Geurts, executive from  
General Electric, with three busi-  
nessmen from Switzerland

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19 November 1977

Rear Admiral J. B. Ricketts, USN  
(Retired), with 70 persons from  
Mission Trail Chapter of Son in  
Retirement

1-5 December 1977

CAPT Frank Cramblett, USN, and six  
members of Phoenix Navy League

14-17 December 1977

Six guests of the Secretary of the  
Navy

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